

Mails.

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BREMER.

IMPERIAL GERMAN MAIL LINE.

FOR STEAMERS TO SAIL

NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN "PRINZ EITEL FRIEDRICH" WEDNESDAY, Noon, 23rd September.

SHANGHAI, NAGASAKI, KOBE and YOKOHAMA "ZITEN" About WEDNESDAY, 23rd September.

MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE "PRINZ WALDEMAR" THURSDAY, Noon, 8th October.

KUDAT and SANDAKAN "BORNEO" Middle of October.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 12th September, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR SHANGHAI, KOBE, YOKOHAMA, CALEDONIE MARTIN 28th Sept., P.M.
MARSEILLES, VIA PORTS ERNEST SIMONS 29th Sept., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, POLYNESIE BROU 12th Oct., P.M.
MARSEILLES, VIA PORTS VILLE DE LA CROIX 13th Oct., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £7.10 to £11.10, 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

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P. NALIN,

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QUEEN'S BUILDINGS.

Hongkong, 14th September, 1908.

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Outward: ANTWERP, DUNKIRK, LA PALICE, MARSEILLES, GENOA, NAPLES, COLOMBO, VIA SUEZ, SINGAPORE, HONGKONG, CHINA, WANTAO (Peking, Tientsin), KOBE, YOKOHAMA.
GENOA TO HONGKONG IN 30 DAYS.

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed and Comfort.

Trans-Pacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO.
Connecting with the Canadian Pacific Railway.

FREIGHT TO OVERLAND VIA VANCOUVER.
PASSENGERS TO OVERLAND AND EUROPE 13 DAYS.

YOKOHAMA—VANCOUVER 13 DAYS.
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Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALICE, LIVERPOOL, VIA MAGELLAN STRAITS.

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AMIRAL OLRY 15th Oct. CORSE 11th Jan., 1909.

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New Twin Screw 16,000 Tons displacement, 1st class accommodation, splendidly equipped with single berth cabins.

Intermediate class and rates of passage.

All round the world ticket by these boats, &c.

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Hongkong, 19th September, 1908.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUHOOW LINE.

THE Steamers "LINTAN" and "SAN-UI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING.

For further information apply to—

BUTTERFIELD & SWIRE,

AGENTS, WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 25th March, 1908.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.5 ft. Water on blocks, 36.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

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BETWEEN
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Steamer	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA	First half Sept.	JAPAN	First half Sept.
TJIMAH	JAPAN	Second half Sept.	JAVA	Second half Sept.
TJIBODAS	JAPAN	Second half Sept.	JAVA	Second half Sept.
TJILIWONG	JAVA	Second half Sept.	SHANGHAI	Second half Sept.
TJILATJAP	JAVA	First half Oct.	SHANGHAI	First half Oct.
TJIKINI	JAVA	Second half Oct.	JAPAN	Second half Oct.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
YORK BUILDINGS, 1st floor,
Hongkong, 7th September, 1908.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

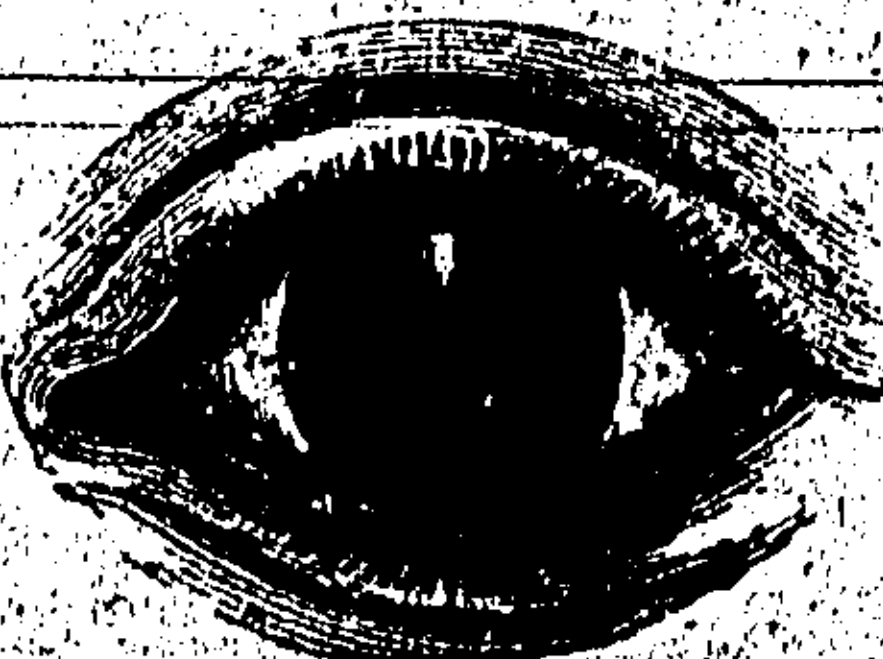
The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Sundays excepted).
Departure from Canton at 5 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Own Wharf near Wing Lok Street.
Canton Agents: Messrs. E. Pasquet & Co.
For further particulars, please apply to—

BARRETTO & CO.,
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Hongkong, 28th March, 1908.

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CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

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Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—Free.

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21, John Street, Bedford Row, W.C. 20, Beak Street, 506, Nanking Road.

Hongkong, 25th March, 1908.

FRANCE IN THE ORIENT.

THE NATIVE UNREST IN INDO-CHINA.

Saigon, July 15.

The unrest among the natives of French Indo-China is such that, unless the signs are misleading, or greater energy is displayed by the new Governor-General, M. Klobukowski, than has previously obtained, we may expect a disastrous situation shortly. Indeed, it is not too much to say that the French population is panic-stricken as to the immediate future.

Taxation is resented by the natives throughout the whole territory of French Indo-China, and the imposition in its various forms has long given trouble. But since the successes of Japan and the return of Chinese who have been in Japan to those territories the agitation has immensely increased. Added to that is the impetus resulting from numerous Chinese rebel successes in Yunnan with echoes affecting northern French territories in Tonkin.

Native priests have taken advantage of these favourable circumstances to preach war against the French. The Tonkinese people have become honeycombed with sedition, the agitation being kept going by secretly distributed literature, assuring the natives that it would be easy to drive the French into the sea, with the moral support of Japan. The text of the doctrine is that the future of the East is for the Asiatics, and the foreigner must be expelled. This is the same root idea that lies at the bottom of the trouble in South China, Sumatra, and the Celebes.

BRIGANDAGE, MURDER, AND ANARCHY.

In the northern hills brigandage flourishes, and robberies, murders, and incendiarism are part of the daily official diary. In Annam, further south, there has been for two months a state bordering on anarchy in the great part of the country. In Quinhon province a boycott of the French has already impoverished many French merchants and settlers, for the natives refuse to sell produce to, or buy goods from, Frenchmen or their households. Further inland there has been from time to time very serious fighting, and, in addition to, hundreds of Annamese being killed, the French forces have suffered considerable losses. Only Cochinchina, in the extreme south of French Indo-China, remains tolerably peaceful.

To add to the danger of the situation at the present time the French colonial administrators have conducted a policy of secrecy, and have attempted to gloss over the facts and conceal the truth of the gravity of the situation inland. Since then the inevitable has happened. The successes of the natives and the spread of the insurgent movement have become known through native sources, losing nothing in the telling. Gradually enough of a reliable kind has come out to lend colour to the exultant native reports of murders, ambushes, battles, and brigandage activities. A favourite habit of the Annamese, for instance, is to snipe the French and then to submerge themselves in a pond, a bamboo supplying air from the surface. It is native supports to reinforcements en route for the scene of hostilities have bolted in several cases where these tactics have been employed, fearing the death that came from unseen quarters.

Thus, the French population, doubtful of the truth of the official assurances, have grown far more fearful than if the actual condition of affairs had been made known to them as the events occurred. Even the capital of Tonkin is a hotbed of rebellious sentiment, and spies are everywhere. To the most superficial observer it is perfectly apparent that the rebels are made aware immediately of any sign of activity on the part of the French authorities.

A FORCED ENTRY TO THE PALACE.

To emphasise their disapproval of the inertia of the administration in the face of these menacing the French residents and peaceful citizens held a meeting the other night in Hanoi. Fifty speeches were delivered, and then a deputation was appointed to wait on the Governor-General at the Palace.

"The crowd formed up behind the deputation, and when at the gates of the Palace admission was refused by the sentries, the gates were burst open by force and the guards swept helplessly aside. The Governor-General, thinking the noise came from a hostile mob of natives telephoned to the Commander-in-Chief that the Palace was surrounded, and troops were urgently required. The garrison was immediately armed, but shortly after dismissed again, for the deputation sent word to the Governor-General that the intentions of the demonstrators were peaceful and all were unarmed.

For an hour the Governor-General heard the frank criticisms of the deputation, who pointed out that the public had been misled by official reports belittling the disturbances, and that an official declaration of the institution of more rigorous repression was urgently needed. At length, having received an assurance that measures would immediately be taken to ensure the pacification of the country, the crowd dispersed.

The Governor-General has a difficult task in hand, and the administration of the territory is being run on lines that are generally considered parsimonious, but upon the outcome will depend the reputation of the French in regard to Oriental colonisation. At present there are many critics, including Frenchmen themselves, who compare the government unfavourably with the British method of colonising native States in the adjacent territories of the Malay Peninsula. — *Pail Mail Gazette*.

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupil's residence.

Evening engagements for Duets and Concerts.

Apply to—
J. J. LOPES,
On Hongkong Telegraph Office.

Hongkong, 25th March, 1908.

THE FLEET OF DREAD-NOUGHTS.

PROGRESS OF THE NEW SHIPS.

When the battleship *Collingwood* was laid down at Devonport on February 3 it was understood that she would be launched in September; but it has now been decided that she is not to leave the slip until November. Splendid progress has been made with her construction; and it is believed, says the *Western Morning News*, that the postponement of the launching ceremony is due to the fact that the slip on which she is being built is so completely equipped for the handling of material that up to a certain stage new construction can be carried on more expeditiously and economically than is possible when the ship is afloat.

The *Collingwood* will be launched on the afternoon of Saturday, November 7, but the name of the lady who will perform the ceremony is not yet known. Like her sister ship, *St. Vincent*, which will be named by Countess Beauchamp at Portsmouth on September 10, she is to be ready for the pennant two years from the date of her commencement.

The *St. Vincent* and *Collingwood* will be the fifth and sixth ships respectively of the *Dreadnought* type to take the water. They belong to the 1907-8 programme, the third being the *Vanguard*, which is to be built by Vickers, Sons, and Maxm. The following table shows at a glance the stages of progress which have been made in the provision of a fleet of *Dreadnoughts*:

British	Laid Down	Launched	Months Building.
<i>Dreadnought</i>	Oct. '05	Feb. '06	4
<i>Bellerophon</i>	Dec. '06	July '07	7
<i>Tamworth</i>	Jan. '07	Aug. '07	8
<i>Superb</i>	Feb. '07	Nov. '07	8
<i>St. Vincent</i>	Dec. '07	Sep. '08	8
<i>Collingwood</i>	Feb. '08	Nov. '08	9
<i>Vanguard</i>		1908	

The giving up of the contract for the *Vanguard* was delayed pending the decision of the Hague Conference on the limitation of armaments. The eighth ship of this type, for the commencement for which provision is made in the current Estimates, will be built at Portsmouth, a start being made in January.

The ship which the *Collingwood* launch will leave vacant at Devonport will be prepared for the keel-plates of an armoured cruiser, which is to embody improvements on the *Invincible* class. One of these improvements, we have reason to believe, will relate to the turbines, as the result of an important discovery which has been made in the *Dreadnought*, whereby speed can be further accelerated.

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 20th June, 1904.

Dr. M. H. CHAN.

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of the

AMERICAN SYSTEM OF DENTISTRY

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

HONGKONG, 1908.

Intimations.

RARE COPPER AND SILVER COINS.

FOR SALE.

A MOST Valuable, and Rare Collection of

Ancient COINS consisting of those of the

SASSANIAN, PERSIAN, GRÆCO-BACTRIAN,

INDO-SCYTHIAN, AND EARLY HINDU DYNAS-

TIES, THE SUZARA OF KASHMIR (including

Pashan and Sun Kings) AND OF KASHMIR,

THE MOGHUL EMPERORS, THE AMIRS OF

AFGHANISTAN AND OF BUKHARA, THE

SHAHS OF PERSIA, TOGETHER WITH OTHER

MISCELLANEOUS COINS OF GREAT NUMIS-

MATIC INTEREST, SCARCITY AND RARITY.

Apply to—

I. U. MIRZA,

Supreme Court,

Hongkong.

Hongkong, 14th August, 1908.

(77)

THERAPION MAY NOW ALSO BE OBTAINED

IN DRAGON (TASTELESS) FORM.

A WONDERFUL DISCOVERY.

This is the age of research and experiment, when

all nature, so to speak, is ransacked by the sci-

entific for its comfort and happiness of man. Science

has indeed made giant strides during the pre-

sented, and among them—by no means least in

importance—discovery is made in medicine that

will revolutionize the treatment of disease.

This is the age of research and experiment, when

all nature, so to speak, is ransacked by the sci-

entific for its comfort and happiness of man. Science

has indeed made giant strides during the pre-

sented, and among them—by no means least in

importance—discovery is made in medicine that

will revolutionize the treatment of disease.

Hongkong, 7th September, 1908.

OVER 600,000 SKINS.

"It will take," said Mr. Percival Spencer, "600,000 skins to make the envelope, and each of these skins represents an ox, so that over half a million animals will have been killed to supply the material for this enormous balloon."

Mr. Spencer added, however, that they had not been slaughtered expressly for this purpose as the firm had contracts for the supply of skins with all the principal slaughterers in the world.

The balloons will consist of 15 different cells, each shaped like a big drum, 40 ft. high and 26 ft. wide, and having a cubic capacity of 20,000 cu. ft., so that the envelope will require 60,000 cubic feet of gas for inflation. The two end cells, being slightly different in shape and

Apply to—
A. RAYMOND,
O/o S. J. David & Co.
Hongkong, 24th July, 1906.

Sold by all Chemists. [63]

NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents,
Hongkong, 17th September, 1908.

Sold by all Dealers. 65-0

Intimations.

A. S. WATSON & CO.,
LIMITED

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

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VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure Malt

Whiskies distilled in Scotland

OR

GENUINE AGE

AND

FINE MELLOW

FLAVOUR.

Per Dozen - - \$16.50

RAINIER BEER

LIGHT, wholesome, and

invigorating

Undoubtedly the best Beer
brewed in America.A. S. WATSON & CO.,
LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 5th September, 1908.

The Hongkong Telegraph

HONGKONG, SATURDAY, SEPTEMBER 19, 1908.

SHIPPING SUBSIDIES IN JAPAN.

Shipping subsidies in Japan is a question which engages a large amount of public attention and of the Government in that country while it is a prolific subject for "copy" to the vernacular journals. A recent number of the *Japan Chronicle* contains a translation of an article from the *Tokyo Asahi* which urges the Government to discontinue the payment of a bounty for the European, American, and Australian shipping lines. According to the Budget for the current fiscal year the total amount of shipping subsidies is estimated at twelve million yen. Unless the law relating to shipping subsidies is amended there is no doubt that the expenditure will steadily go on increasing year after year. As the first step towards the readjustment of finance it is advisable that the bounties now paid for the regular lines abroad should be abolished. Fortunately the contracts for subsidising these lines come to an end at the end of 1909, so that a decision should be taken not to renew the contracts. The Government is now paying a certain amount of bounty to the services to Europe, America, and Australia, in order to develop trade with those continents, but the amount of subsidy paid is rather excessive, and a return commensurate with the outlay is not to be obtained. The Company concerned may put vessels of an obsolete type on the lines, and, however unnecessary or unproductive some of the regular lines may be, the Government is bound to pay the stipulated amount of bounty so long as the contracts remain in force. Not only so, but a company which has the advantage of such protection tends to crush the competition of unprotected ships, and is thereby hampering the healthy development of the maritime industry of the country. In such circumstances it is advisable that in the next session the Diet should not vote a renewal of the contracts if the matter comes before the House for approval. It may be contended, continues the *Tokyo Journal*, that the discontinuance of the subsidy on these regular lines will have the effect of strengthening the shipping industry which has been nurtured at the expenditure of so much money. Such, however, will not be the case. Even though the grant of the special bounty be rescinded, the shipowners can obtain a subsidy under the provisions of the Navigation Encouragement Law, though this law also requires amendment. The

grant provided under this law is on such a liberal scale that the shipowners will not suffer from the want of encouragement on the special bounty being abolished. Japan is at present paying ¥4,300,000 annually for the maintenance of the three lines mentioned. That a company with a capital of 22 million yen can enjoy a Government grant of over five million yen annually is perhaps without parallel in the world, and is evidently an abuse of the principle of protection. The Government should either totally abolish the special bounty, or, if there are circumstances which necessitate some grant, the expenditure should be greatly cut down. At the same time the Navigation Encouragement Law should also be revised so as to meet the needs of the present situation.

LOCAL AND GENERAL.

THE French mail of the 18th August was delivered in London on the 17th inst.

A MEMORIAL of re-entry by the Government of Shanghai Lot No. 161 has been registered according to law.

ON and after 1st January, 1909, the fees (payable monthly) at Queen's College will be \$48 per annum in all classes.

MAJOR-GENERAL Murata, the inventor of the rifle called after him, is reported to be lying dangerously ill. He is 72 years of age.

THE flagship *King Alfred* and three other vessels belonging to the British squadron on the China Station arrived at Genoa on the 7th instant, from Wei-hai-wei.

THEIR Majesties the Emperor and Empress of Japan, sympathizing with the sufferers from the disastrous fire in Niigata on the 4th instant, have presented a sum of ¥1,000 in aid of the relief fund for the sufferers.

A TELEGRAM has been received at the Colonial Secretary's Office from the Government of Eastern Bengal and Assam that the regulations imposed against arrivals from Hongkong at Chittagong have been withdrawn.

HIS Majesty the King has not been advised to exercise his power of disallowance with respect to Ordinance No. 13 of 1908, entitled an Ordinance to prohibit the exportation of prepared opium to China and to French Indo-China.

ANOTHER illegal postman was convicted in the Court this morning. His name was Tsang Ip, and he was charged with bringing letters into the Colony for delivery without the same having passed through the Post Office. He was fined \$50, or in default to go to gaol for two months.

THE offices of the Supreme Court will be open daily during the Long Vacation, except upon public holidays, from 10 o'clock in the forenoon, until 4 o'clock in the afternoon, (subject, however, to the provisions of section 5 of the "Supreme Court (Vacation) Ordinance, 1897," so far as it relates to the criminal sessions) from the 26th day of September, 1908, until the 17th day of October, 1908, (both days inclusive).

AT St. Andrew's Church, Kowloon, to-morrow, the Holy Communion will be administered at 10 o'clock in the forenoon. Morning Prayer and Sermon at 11 a.m., attended (weather permitting) by the Church parade party of the Company Middlesex Regiment. Evening Prayer and Sermon at 8 p.m. Offertories in aid of the Church Maintenance Fund which is in urgent need of generous help to discharge its present debt to the Treasurer, and to meet its forthcoming heavy expenses.

THE Nagasaki Chamber of Commerce has received a letter from Mr. Nakagishi, president of the Onoda Shosen Kaisha, in response to the Chamber's request that Nagasaki shall be made one of the ports of call of the Kaisha's proposed American service. Mr. Nakagishi said that a definite decision in the matter had not yet been arrived at, pending the result of investigations which are now proceeding. The Chamber is also engaged in attempting to ascertain how much cargo and the number of passengers which would probably be available at Nagasaki for the Company's steamers.

OWING to the dissatisfaction recently expressed by the Empress Dowager with reference to the lax manner in which the Imperial Commissioners of Opium Prohibition have carried out their duties, their Excellencies have drawn up a set of drastic regulations which, we understand, have been approved by the Throne and will soon be published and put into operation throughout the Empire. It is also stated that memorials have been presented to their Majesties from the Viceroy of Manchuria and the Governor of Heilungkiang recommending the shortening of the period allowed for the entire sowing of poppy cultivation throughout the Empire. It will be remembered that the last Imperial Edict on the subject gave ten years as the limit.

SOME commotion followed the arrival of the steamer *Falshon* from Canton, this morning. Inquiries made by the policeman on duty at the wharf elicited the information that one of the passengers—a stall-holder of the Shan-ki-wan Market, a man named Kam Wah—had lost his bundle, which contained about \$15 worth of clothing. While Kam was explaining this to the policeman a man who was carrying two bundles, eluded his way through the crowd, apparently in a hurry to get home. As he was passing one of the bundles appeared familiar to Kam, who seized him. On examination the bundle proved to be Kam's property. Mak I was taken charge of by the officer and removed to headquarters. This morning, he was found guilty of theft and was sentenced to six weeks' imprisonment.

POLICEMAN Atwell arrested three more "night-birds" whom he found asleep on the seats in Blake Gardens early this morning. For the offence one was fined \$4 in the Police Court, to-day, and the remainder \$2 each.

H. E. Hsu Shin-chang, Viceroy of Manchuria, left Port Arthur on the 17th inst., and was the recipient of a grand welcome on his arrival at Tairen, where a banquet in his honour was given by the South Manchuria Railway. The Viceroy left for Newchwang on the 17th inst.

PHILATELISTS may be interested to learn that two more values of the Russian present issue, have been surcharged Kital, for use at Chinese Treaty ports, 1 R. Post Office, viz.—The 15 kopecks and 25 kopecks. They have already been overprinted and will be on sale at Tientsin directly.

THIS morning, in the Police Court, Chan Hip Shun, an accountant, of 62, Wellington Street, was charged before Mr. J. H. Kemp with destroying and altering certain books with the intention of defrauding his employer—Mak Ching Ping. Accused pleaded not guilty, and the case was remanded.

A VLADIVOSTOK message to Japanese papers says:—The Russo-Chinese Bank has decided to extend its business widely under the control of the Russian Minister of Finance, and will advance money to corn dealers in North Manchuria. For this purpose the head office and branches have been reorganised.

It is reported from Peking that a movement is on foot to amalgamate the Grand Secretariat with the Grand Council. As a matter of fact the present time would be the most favourable for the proposed amalgamation in that three of the six grand secretaries are also members of the Grand Council, viz.—Chang Chih-ung, Na Tung and Shih Shu.

PLAGUE having, as already reported, broken out on the steamer *Dankestima-maru* while at the Kawasaki Dockyard, Kobe, the premises of the Dockyard have been thoroughly disinfected. About 1,000 rats, traps have been set, and cats are being bought by the Dockyard to be kept on the premises. It is satisfactory to learn that so far none of the rodents caught on the premises have been found to contain plague bacilli.

REPAIRS to the first-class cruiser *Asi* (late *Bayan*) have been completed, the vessel proceeded from Maizuru to Miyazu Bay on the 27th ultimo, and engaged in firing practice. In the course of the operations the crew of one of the guns were electrocuted, one man being killed instantly, while two others were severely injured. The firing operations were suspended and the cruiser at once proceeded to the Maizuru Naval Station where the injured men were placed in hospital. The cause of the accident remains obscure.

No mercy is being shown nowadays to those people, who, to all intents and purposes, make a living by running gambling houses. Last night the police engineered two raids, and a number of men were captured. Detective Sergeant J. J. Watt removed twelve men from 2, George Lane at about nine o'clock, and about the same hour Inspector McHardy secured twenty-four gamblers at 51, Cooke Street, Hunghom. At the Police Court, to-day, the two raiders were fined \$150 and \$10 each respectively, while the gamblers were ordered to pay \$3 apiece.

WAN FU and Chung Kwok were once bosom chums, but they have fallen out now. Wan was at the time unemployed—now he is working for the Government. Chung is a seaman waiting for employment. Let it be said at once that Chung objects to any mysterious business, especially ledgerdom. While the two were out walking one afternoon Chung discovered that his watch and chain had disappeared. He made a noise, of course, and Wan was ordered to turn out his pockets. This he refused to do, until finally he had to submit to being searched by a policeman, and the missing articles were found. Wan is doing three weeks' in gaol.

An open letter has been sent to the various Chinese newspapers in Shanghai for publication in the name of the geogy and people of the city and district of Suchien, Kiangpoh (Northern Kiangpoh). The letter states that all the crops in the northern portion of Suchien district have been eaten up by swarms of locusts and that yamé, "runners" sent by the district Magistrate (Chihhsien) instead of helping the farmers to destroy the pest, take the opportunity to impose upon and extort from the people already rendered almost destitute by the locust visitation. What makes matters worse for that region is the fact that the young locusts are getting able to use their wings and fears are entered that the devastation that will be caused by them will spread throughout Northern Kiangpoh unless aid be given to stamp out the pest.

As already reported, the depression in the sales of refined sugar consequent upon the inactivity in trade since last year has prompted the Dai Nippon, Yokohama, and Kobe Sugar Refining Companies to come to a mutual arrangement to reduce the output, and this has been carried into practice since May 1st last. But business failed to show an improvement even in summer, when a large demand usually arises, and the sales amounted to only about 70 per cent. of those for last year. The stock of sugar in the warehouses of the three companies at the end of July amounted to ¥10,600,000 in value, against ¥6,600,000 at the end of April. In consequence the three companies have formed a Trust for the sale of sugar, and have been considering measures to improve the situation. In answer to the demand for sugar usually declines and it is believed that a still greater accumulation of stock will be seen unless the operation of the Trust of the three companies be suspended.

DOUGLAS STEAMSHIP CO., LTD.

ANNUAL MEETING.

The ordinary general meeting of shareholders in the Douglas Steamship Co., Ltd., was held at the Company's office, at noon to-day, for the purpose of receiving the report of the general manager, together with a statement of accounts to the 30th June, 1908. Mr. H. P. White occupied the chair. There were present:—The Hon. Mr. W. J. Gresson, Messrs J. W. C. Bosnar, R. Shawan, (consulting committee), T. F. Hough, Chang Kaog Yee, and J. E. Gomez (secretary).

The Secretary having read the notice convening the meeting.

The Chairman said:—Gentlemen,—The report and accounts having been in your hands for some days, I propose with your permission to take them as read. It is to be regretted that we are not able to present a more favourable balance sheet, but as most of you are fully aware the past year, has been one of the worst, if not the worst, that shipping generally has ever experienced. When I addressed you at our last general meeting our prospects for the year just passed were not by any means unsatisfactory, and the results of the working of the Company for the first half of the period under review held out hopes of a fair return on the year's working. Unfortunately, these hopes were not realized, for from after the Chinese New Year to the end of our financial year in June, a period which we generally look to as the most lucrative, there was a very great falling off in the demand for tonnage to the ports at which the Company's steamers call, and when I mention that during this half year alone the receipts for freight and passage were some \$4,100 less than those of the corresponding period last year, (and \$60,000 less for the whole year, (you will recognize how great the shrinkage in our trade, has been. Even with the moderate offerings prevailing the *Haimin* has on many occasions had to shut out cargo, so that shippers are now chary of shipping off to her for fear of their shipments being refused. In the new steamer *Haiyang* we shall have a first-class boat, thoroughly up-to-date in respect of cargo and passenger requirements, which, while having more than double the carrying capacity of the *Haimin*, will cost but little more in running expenses, and we anticipate will prove economical as regards upkeep and docking expenses.

During the year the Company has commanded its full share of cargo and passenger traffic, and continues to retain the confidence of its constituents and though it is early to forecast the future, I am glad to be able to say that there has been a slight improvement in our particular trade during the last two months, which it is sincerely hoped will continue, for though shipping is having a severe set-back it seems not unreasonable to anticipate that it will in time resume its normal condition, as trade recovers and general confidence is restored, though one can hardly look for the big dividend bearing years of former days in shipping, with the keen competition that now exists. Gentlemen, I do not think there is anything more that I can add, and before proposing the adoption of the report and accounts I shall be pleased to answer any questions to the best of my ability.

No questions were asked.

Mr. T. F. Hough seconded the adoption of the report and accounts.

The motion was carried unanimously.

The Hon. Mr. W. J. Gresson and Mr. J. W. C. Bosnar were appointed members of the Consulting Committee.

On the motion of the Chairman, seconded by Mr. Chang Kaog Yee, Messrs A. R. Lowe and W. H. Potts were re-elected auditors.

The Chairman—Dividend warrants will be ready on Monday. Thank you for your attendance, gentlemen.

PASSENGER BOAT OVER-TURNED.

FOUR LIVES LOST NEAR HONGKONG.

A passenger boat trading between Sha-tau-kok and Kai O capsized off the south-east end of Ap Chau Island yesterday morning. In all four persons were drowned.

Ap Chau is an island a few hours' sail from Hongkong, and is situated between the two places already mentioned.

Between eight and nine o'clock yesterday morning a number of farmers who had gone to Sha-tau-kok to sell their produce started to return to Kai O in a passenger boat. There were on board about five men, the same number of women, and a cargo of vegetables which had been left over. Sails were set and not long afterwards the boat was under way. All went well until she got abreast of Ap Chau island when a sudden gust of wind caught the boat and capsized her. Passengers and crew were thrown into the sea and at that time of the morning a strong current was running. Everybody managed to save themselves by clinging on to the upturned craft, except four women, who were drowned.

A passing fishing boat rescued the others and towed the submerged boat back to Sha-tau-kok, where she was beached. Later in the day the body of one woman was found drifting with the tide, and picked up. There were no signs of the others up to last night.

NIPPON YUSEN KAISHA.

STEAM SERVICE TO SOUTH AMERICA.

It is reported that the Nippon Yusen Kaisha is expending a large sum in investigating the prospect of a steam service to South America, the opening of which is under consideration. Mr. Kamijian, an official of the company, is now in Peru investigating the scheme. Mr. Uchida, Director of the Marine Bureau in the Department of Communications, who is now travelling in Europe, will also make a visit to Peru. A scheme is under consideration for when the Governments of Chile and Argentina and the Toys Kisen Kaisha to open a regular service between Japan and South America, with a subsidy granted by the two countries mentioned.—*Japan Chronicle*.

LEGISLATIVE COUNCIL.

AN IMPORTANT MEETING.

There will be a meeting of the Legislative Council on Thursday, the 24th inst., at 2.30 p.m., when the following business will be transacted:

Financial Minutes. (Nos. 44 to 51).

Report of the Finance Committee. (No. 15).

The Hon. Mr. M. Stewart will move:—

1. That in the opinion of this Council the reasons given in the House of Commons on 28th July, by the Under-Secretary of State for the Colonies, in explanation of the peremptory nature of the order issued to Your Excellency on the 6th May are unsatisfactory.

2. That the members of this Council regret the recent action of the Building Authority in instituting on a large scale criminal proceedings against property owners for failure to comply with the requirements of the law under circumstances which, in the majority of cases, rendered compliance impracticable.

Mr. Stewart will ask:—With reference to reports which have appeared in the local Press concerning the alleged unsatisfactory state of some of the stone railway bridges under construction in Kowloon and the New Territory, have the Government any information to impart?

The following Bills will be read a first time:—

A Bill entitled an Ordinance to apply a sum not exceeding five million five hundred and seventy thousand four hundred and twenty-seven dollars to the public service of the year 1909;

A Bill entitled an Ordinance to extend a certain definition in the Imperial Act styled the Evidence (Colonial Statutes) Act 1907; and a Bill entitled an Ordinance for regulating Theatres and other places of public resort.

A meeting of the Finance Committee will be held immediately after the Council.

CANTON DAY BY DAY.

IN HONOUR OF CONFUCIUS.

[From Our Own Correspondent.]

Canton, 18th September.

At a meeting held yesterday of the Canton Self-Government Society, it was unanimously agreed that, in celebration of the anniversary of Confucius, the 27th day of this moon (the 22nd instant) should be observed as a general public holiday in Canton, and all the various prominent institutions in the city will on that day be decorated with lanterns and flags in honour of the occasion. At the meeting it was also suggested to raise funds for the building of an institution in a conspicuous part of the city where lectures on the doctrine of this ancient sage may be delivered occasionally to the public so that the people may attain to a higher degree of moral standard.

GANG ROBBERY.

With reference to the case of robbery that took place in a wealthy gentleman's house in Lo-Pai Hong Street, in the Western suburb, on the 16th instant, the Nambai magistrate yesterday personally proceeded to inspect the house in question. In Wongsha yesterday the police of the No. 3 station arrested a man who is suspected to have taken part in the robbery.

CLAN FIGHTS.

In reference to the clan fight between the people of the villages of Siu Kong and Tong Kai, outside the northern suburb of the Canton city a few days ago, three men are reported to have been killed. The victims were formerly in the employ of the Canton-Hankow Railway Company as labourers and they were taken away from the workmen's quarters of the railway by the people of the last mentioned village and were foully done to death. As the outcome of the above the Railway Company, the other day, applied to the officials for more guards to protect the workmen from further attacks. Both the Nambai and Paoyu magistrates, yesterday, proceeded to the villages to hold an inquiry on the bodies of the victims and to render aid. On the arrival of the officials with soldiers the inhabitants of the Tong Kai village becoming nervous fled in a panic from their homes.

THE NEW PREFECT.

The newly-appointed Kwangchow Prefect, Ko Kiu Cheun, will take over the seal of office on the 23rd instant from Chao Mong Tsang.

A MINING ENGINEER.

Mr. Wong Cheung Yau, who is a graduate of the Columbia University, United States, and who returned to China a short time ago from Paris where he had been studying mining engineering since 1904, arrived here yesterday from the Tung Kiu district, his native place. Mr. Wong will proceed to Shanghai in about a week's time en route to Changsha to take up an appointment in the Hunan Mining Company, there.

THE ANTI-OPIMUM CAMPAIGN.

Three months ago Taotai Wuang Chia-tang, Director-in-Chief of Telegraphs, was directed by the Ministry of Posts and Communications to find out whether any of his subordinates throughout the whole Telegraph Administration were victims of the opium habit, and if so, to give such persons three months to get rid of it. This period has now expired and yesterday a telegraphic dispatch arrived from Peking asking whether the aforesaid victims had got rid of their habit. The penalty of failure to do so, the *N. C. D. News* understands, is summary dismissal. We also learn that the Imperial Commissioners of opium prohibition in Peking have two officials to make secret investigations, one in Shanai, and the other in the Yangtze provinces, as to the extent to which the anti-opium campaign has been carried out by the authorities of those provinces.

A SKOUT dispatch to the *Osaka Mainichi* states that the torpedo-boat No. 12, which arrived at Chemulpo on the 5th instant, brought news that the torpedo-boat No. 31, on her way from Tsushima to Chemulpo, encountered a violent storm in the Korea Channel on the 3rd instant, and the Captain, Chih-Ei, and two men were washed overboard. The two others were rescued, but the men were not recovered.

MARINE COURT.

DISOBEYING POLICE ORDERS.

In the Marine Court, this morning, before the Hon. Commander Bail R. H. Taylor, R.M., Harbour Master, the case in which Kwok Tsung, master of the steam launch *Shan Lee*, was charged with unlawfully failing to stop his launch when called upon to do so by a Police officer, was resumed this morning. Mr. D. V. Stevenson appeared for the defendant.

Mr. Thomas Henderson, who was a passenger on board the *Shan Lee* on the 6th instant, gave evidence. He said that when about 200 yards from the pier at Yau-ma-tei, he was sitting on the fore deck when he heard a police whistle from the direction of the police vessel, which witness could plainly see. He could also see the police officer in the boat. She was about 20 to 30 yards off. He at once called the coxswain's attention to it, but the latter in reply "stepped" to "stop" instead of this, he kept on, until a boat's length or less from the pier, when he rang his bell to stop. Meanwhile, the police officer kept on blowing, which he could plainly hear.

Cross-examined by Mr. Stevenson, witness said he was not quite certain, but he fancied either the police officer or some of the crew stood up, and shouted. There was certainly some shouting from the police boat. The launch was going at a speed of about nine knots. The coxswain observed the police boat. The former could see it as plainly as witness could.

A fine of \$25 was imposed.

EXCESS OF PASSENGERS.

A second charge was entered against the same defendant, namely, with unlawfully carrying 14 passengers in excess of the number allowed by his license on the 6th instant.

Policeman A. C. Burford, who prosecuted, stated that at about 9.45 p.m. on the 6th instant, on going alongside defendant's launch at Yau-ma-tei pier, he took three members of his crew on board the launch. He crossed the launch and jumped on to the pier. The next thing he saw was Mr. Henderson standing on the launch's gunwale in the waist and counting the passengers as they landed. He then ordered the launch to go astern so as to prevent any more from landing. He banded nine of them to his crew in temporary custody, and got the bows of the launch in against the pier, so that one passenger only could land at a time. He ordered the coxswain ashore first, and counted the passengers as they landed. The number he so counted amounted to 88, excluding the nine passengers he had already banded to his crew.

Cross-examined by Mr. Stevenson, witness said that the launch might have been alongside the pier perhaps half a minute by the time he got there. The nine men had got ashore at the same time that he did.

The evidence of Mr. Henderson was then taken. He said that when the launch bumped the wharf, witness and his wife, together with some other passengers, were thrown down. He got up on to the rail and tried to prevent the other passengers from landing. He managed to count 24 who did land. The police constable then ordered the launch to go astern and put her nose into the wharf. The coxswain was ordered ashore, and the passengers allowed to land one by one and counted in the presence of witness, constable and coxswain. There were 88 passengers in all, including himself and his wife, but not taking into consideration the children.

Cross-examined by the defence, witness stated that when the launch bumped, he did not get hurt; only his clothes got a bit dirty. His wife, however, received a few bruises. There was another launch alongside on the other side. There were a few people on the wharf, who were intending passengers waiting to embark, but none of them came on board there.

Defendant here stated that on this occasion, he counted 87 passengers go on board at Victoria and the same number went ashore at Yau-ma-tei.

Cross-examined by the Court, defendant denied having more than 87 passengers on board.

Pan Foo, a shoof on board the *Shan Lee*, was next called. He spoke to the *Shan Lee* having carried 97 passengers on that trip. He arrived at the pier by counting by counting the money taken in passengers' fees. Witness described the procedure adopted.

Cross-examined by the Court, witness stated that they were not in the habit of issuing tickets. He never missed a passenger when collecting fares. He collected the fares himself.

A fine of \$15 was imposed.

TYPHOON WARNING.

The following telegram was received at the American Consulate General from the Manila Observatory at 9.00 a.m. to-day:—

Cyclone or typhoon east of Manila, less than 300 miles distant moving W.

Mr. Wong Cheung Yau, who is a graduate of the Columbia University, United States, and who returned to China a short time ago from Paris where he had been studying mining engineering since 1904, arrived here yesterday from the Tung Kiu district, his native place. Mr. Wong will proceed to Shanghai in about a week's time en route to Changsha to take up an appointment in the Hunan Mining Company, there.

Three months ago Taotai Wuang Chia-tang, Director-in-Chief of Telegraphs, was directed by the Ministry of Posts and Communications to find out whether any of his subordinates throughout the whole Telegraph Administration were victims of the opium habit, and if so, to give such persons three months to get rid of it. This period has now expired and yesterday a telegraphic dispatch arrived from Peking asking whether the aforesaid victims had got rid of their habit. The penalty of failure to do so, the *N. C. D. News* understands, is summary dismissal. We also learn that the Imperial Commissioners of opium prohibition in Peking have two officials to make secret investigations, one in Shanai, and the other in the Yangtze provinces, as to the extent to which the anti-opium campaign has been carried out by the authorities of those provinces.

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THE SHIPPING CONFERENCE.

THROTTLING SINGAPORE TRADE.

On the table of the Legislative Council on the 11th inst. was laid a report by Mr. A. Stuart, Registrar of Imports and Exports. It is dated March 30th, 1907, and we (Singapore Free Press) may be permitted to wonder why this important and valuable document was not laid on the table of the Council until it was asked for, eighteen months later.

The tenor of the report may be judged from the second paragraph.

"I welcome the enquiry as most desirable in the interests of the Colony whose trade is being throttled by these so-called Conferences, who have little concern in its welfare except as a source of profit."

And paragraph 6 reads:—

"That the Conference could not have been successfully carried on for so many years, if special advantages in the form of secret rebates had not been granted to the larger firms, goes without saying, for the latter generally held steamship agencies and the commissions gained on this portion of their business, combined with a share in five per cent of all freights from the Straits sent too great advantages to risk losing, by chartering vessels or otherwise encouraging competition."

The report extends to two pages, with six statements showing (A) Freight before and after Conference; (B) Exports of produce in thousands of pikuls; (C) Vessels and tonnage clearing; (D) Exports from Singapore, Java and Macassar; (E) Produce to Singapore from Java and Macassar; (F) Produce from Singapore before and after the formation of the Conference. This last shows "the loss or gain on all principal articles of produce under high freights which would, it is assumed, have shown the same rate of progress or decline, not taking into account the loss in imports to pay for these, nor the enormous loss sustained by the failure of Singapore to participate in the great natural expansion of the products of these regions." The summary shows in ten years total net loss 5,746,000 pikuls (excluding articles showing values only and jelutong, a new trade).

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	19 5/16
Do. demand	19 1/16
Do. 4 months sight	19 1/16
France—Bank T.T.	23 1/2
America—Bank T.T.	43 1/2
Germany—Bank T.T.	43 1/2
India T.T.	133 1/2
Do. demand	133 1/2
Shanghai—Bank T.T.	75 1/2
Singapore—Bank T.T. per H.K. \$100	44 1/2
Japan—Bank T.T.	87 1/2
Java—Bank T.T.	106 1/2

Buying.

4 months sight L/C	19 11/16
6 months sight L/C	19 11/16
30 days sight San Francisco & New York	44 1/2
40 days sight do.	45 1/2
30 days sight Sydney & Melbourne	19 15/16
4 months sight France	23 1/2
6 months sight do.	23 1/2
4 months sight Germany	43 1/2
6 months sight do.	43 1/2
Bar Silver	74 1/2
Bank of England rate	21 1/2
Sovereign	51 1/2

SHIPPING AND MAILS.

MAILS.

American (Manchuria) 20th inst. at 11 a.m.
German (Prinz Blücher) 22nd inst.
German (Zitell) 24th inst.
American (Hongkong Maru) 27th inst.
Indian (Kutang) 28th inst.

The P. & O. S. N. Co.'s s.s. *Sumatra* left Singapore for this port on 18th inst. at 3.30 p.m.
The C. P. R. Co.'s s.s. *Empress of India* left Vancouver, p.m., on 16th inst., for Hongkong via the usual Port of Call.

The P. & O. S. N. Co.'s s.s. *Manchuria* left with the American Mail by due to arrive in Hongkong on 20th inst. at 11 a.m.

The N. Y. K. s.s. *Tamaki Maru*, European Line, left Kobe for this port via Moji and Shanghai on 19th inst., and is expected here on 28th inst.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—
On the 19th at 11.25 a.m.—The barometer has fallen rapidly in Luzon owing to the approach of a typhoon, the centre being situated to the East of Manila near the coast. Apparently the disturbance is moving towards W.N.W. and it will probably enter the China Sea to-night.

Pressure has also given way very rapidly in the North, a deep depression, which is moving Eastwards, being shown this morning over Manchuria.

The highest pressure lies over the Pacific to the E. of Japan.

Bad weather is expected to set in over the N. part of the China Sea.

Hongkong Rainfall for the 24-hour ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

- 1.—Hongkong and Neighbourhood, N. winds, moderate or fresh air.
- 2.—Formosa Channel, N.E. winds, freshening.
- 3.—South coast of China between Hongkong and Lamoucks, same as No. 2.
- 4.—South coast of China between Hongkong and Hainan, same as No. 1.

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.	
Songson	at Kowloon Dock
H.M.S. Whiting	"
U.S.S. Albatross	"
Montana	"
Hepbel	"
Kong Tung	"
Kiang Tsu	"
Shantung	"
Halloung	"
Paul Boat	"
Pocobatas	"
Proton	"

Shipping.

Arrivals.

Heliopolis, Br. s.s. 2,057, J. W. Martin, 18th Sept.—from Tain-tan-lao, Ballast—G. L. & Co.
Alcinous, Br. s.s. 4,374, D. Davies, 19th Sept.—Singapore 14th Sept. Gen.—E. & S.
Taishun, Ch. s.s. 1,254, Klipper, 19th Sept.—Shanghai 16th Sept. Gen.—C. M. S. N. Co.
Ivoric, Fr. s.s. 3,113, Boyd, 19th Sept.—Seattle and Manila 16th Sept. Flour—D. & Co., Ltd.

Clearance at the Harbour Office.

Kaitome, for Hoihow.
Haitan, for Hoihow.
Vingchow, for Niippo.
Chiyun, for Shanghai.
Siberia, for Keelung.
Wongkai, for Swatow.
Halicou, for Sagayal.
Taurayda, for Amoy.
Helen, for Swatow.
Empire, for Moji.
Aldemah, for Timor.
Joshin Maru, for Swatow.

D. M. L. S.

Sept. 19.
Malta, for Europe.
Siberia, for San Francisco.
Alcinous, for Australian Ports.
Rohli, for Manila.
Hitchin, for Kobe.
Halicou, for Singapore.
Ousunt, for Shanghai.
Amara, for Canton.
Haitan, for Pakhoi.
Pingney, for Shanghai.
Yingchun, for Shanghai.
Kaifong, for Hoihow.
Halicou, for Swatow.
Chiyun, for Shanghai.
Helen, for Swatow.

Passengers arrived.

Per *Alcinous*, from Singapore—700 Chinese.
Per *Malta*, from Kobe for London—Mr. A. J. Smith. For London via India—Mr. A. J. Smith.
For Hongkong—Mr. E. D. Wolfe and Lieut. C. Beckwith. From Shanghai for London—Messrs. N. Mansergh, W. Menzies, Thomas John and E. Hyde. For Marseilles—Mr. F. H. Lansberg. For Hongkong—Messrs. H. Goulbourn, Chitong Woo and native servant H. Jun. For Mr. and Madame I. Roudon, Mr. B. Sutherland and native servant, Mrs. F. and Miss Patterson, Messrs. Patterson (2), Miss Maher, Messrs. F. Wistman, T. Gray Scott, S. B. Ross and Lansberg's native servant.
Per *Empire*, from Australian Ports for Hongkong—Miss B. C. Marston, Mr. and Miss Newall, Miss M. Wyndham, Dr. and Mrs. Wilkinson and infant, Miss A. Kendall, Mr. A. E. Robinson, Miss N. Marshall, Mr. and Mrs. Green, Miss E. Marchant, Mr. and Mrs. Luck and 2 children, Mr. and Mrs. Herbert and child, Mrs. J. Williams, Miss R. Tompkins, Mr. Tong Chai Chih, Messrs. F. C. Fernandes, E. V. D. Rochio, Mr. and Mrs. S. G. Borgs, Miss B. Borgs, Mr. J. M. Andrade, Miss Lucio Jose Andrade, Miss M. Andrade, Messrs. L. M. Sulez, C. M. Tavares, A. C. Costa, and Master Barretto. For Japan—Mr. J. H. Grace, Miss M. Ham, Mrs. W. Wallace, Mrs. Sanderson, Mr. and Mrs. Cameron, Mr. Sonbeiran, Lady and Mrs. Garrick.

Passengers departed.

Per *Hitchin Maru*, for Japan—Hos. Mr. and Mrs. H. Pollock, Mr. W. L. Leek, Mr. and Mrs. Akiyama, Mr. and Mrs. Wallace, Messrs. I. Arnold, Y. Noto, M. Yokoyama, Hosoya, Iino, Mrs. Shirai, Mr. Watanabe, Miss Wallace, Mr. Kunitake, Dr. Hariton, Messrs. I. S. Hariton, R. H. Yed, L. A. H. Hussar, Messrs. Ho Lai Yio, Ah Sew Wan, Ah Yui Yui, Kam Kwai Ip, Komoto, Matsuzaki, Yagi, To Yick, Matsudami, Suttirel, Mr. and Mrs. Matsuda, Messrs. Hari, Simpson and Cunningham.

VESSELS IN PORT.

Steamers.
Ailsacraig, Br. s.s. 2,166, A. D. Moody, 30th Aug.—Hurry Dock 14th July, Coal—Navy Department.
Capri, Ital. s.s. 2,718, D. Pedone, 5th Sept.—Bombay 12th Aug.—and Singapore 30th, Gen.—C. & Co.
Carl Diederichsen, Ger. s.s. 774, J. Kuyken, 9th Sept.—Haiphong 5th Sept. and Hoihow 8th, Rice and Gen.—J. & Co.
China, Am. s.s. 3,186, D. E. Friele, 18th Sept.—San Francisco 18th Aug., Honolulu 14th, Yokohama 6th Sept., Kobe 7th, Nagasaki 9th, and Manila 16th, Mails and Gen.—P. M. S. S. Co.
Chowlat, Ger. s.s. 1,115, W. Möller, 16th Sept.—Bangkok 8th Sept., Wood, Rice and Salt—M. & Co.
Chusong, Br. s.s. 1,410, W. E. Saver, 18th Sept.—Sourabaya 8th Sept., Sugar—J. M. & Co.
Courtfield, Br. s.s. 4,897, J. Wiseman, 25th May—Moji 20th May, Coal—M. B. K. Derwent, Br. s.s. 1,567, J. Jenkins, 16th Sept.—Saigon 12th Sept., Gen.—Man Fat & Co.
Empire, Br. s.s. 2,843, P. T. Helms, 18th Sept.—Melbourne 17th Aug., Sydney 29th, Brisbane 31st, Townsville and Sept., Cairns 3rd, Thursday Island 5th, Port Darwin 8th, Timor 10th, and Manila 15th, Gen.—G. L. & Co.
Empress of China, Br. s.s. 3,045, R. Archibald, 20th Sept.—Vancouver, B.C. 25th Aug. and Shanghai 11th Sept., Mails and Gen.—C. P. R. Co.
Fitzpatrick, Br. s.s. Williams, 10th Sept.—Pensacola 30th Aug., Gen.—Order.
Gibber, Fr. s.s. 5,800, Douarion, 8th Sept.—Kwan-chow-wan and Macao 12th Sept., Gen.—Kwok Yik Sing.
Gregory, Apar. Br. s.s. 2,061, S. H. Belson, 17th Sept.—Calcutta via Penang and Singapore 12th Sept., Gen.—D. S. & Co., Ltd.
Hupei, Br. s.s. 1,244, G. J. Spiok, 10th Sept.—Hoihow 9th Sept., Gen.—B. & S.
Invincible, Br. s.s. 1,915, W. H. Lea, 10th Sept.—New York 31st July, Oil and Gen.—S. T. & Co.
Jason, Br. s.s. 4,800, T. G. Steves, 18th Sept.—Yokohama via Kobe and Shanghai 15th Sept., Gen.—B. & S.
Joshin Maru, Jap. s.s. 702, Y. Kaburaki, 16th Sept.—Swatow 15th Sept., Gen.—O. S. K. Michael Jensen, Ger. s.s. 951, H. Bendixen, 12th Sept.—Samarang 2nd Sept., Sugar—J. & Co.
Montana, Am. s.s. 3,113, C. Camus, 4th Sept.—Manila 1st Sept., Ballast—Master.
Monteagle, Br. s.s. 6,105, W. Davison, 9th Sept.—Vancouver 15th Aug. and Shanghai 6th Sept., Mails and Gen.—C. P. R. Co.
Pinarulok, Ger. s.s. 1,207, J. Heyns, 14th Sept.—Bangkok 8th Sept., Rice and Wood—B. & S.
Rajah, Ger. s.s. 2,205, R. Petersen, 14th Sept.—Bangkok and Kobsichang 7th Sept., Wood, Salt, Rice and Gen.—B. & S.
Shantung, Br. s.s. 1,845, Robinson, 14th Sept.—Sourabaya 7th Sept., Sugar—B. & S.
Singer, Br. s.s. 1,947, F. Jamieson, 17th Sept.—Haiphong, 14th Sept., Pakhoi 15th, and Hoihow 17th, Gen.—B. & S.
Teen, Br. s.s. 1,545, Osterbridge, 18th Sept.—Manila 15th Sept., Sugar and Hemp—B. & S.

Talismachus, Br. s.s. 1,347, J. Williamson, 1st Sept.—Saigon 11th Sept., Gen.—W. P. Sing.
Tijmahli, Dut. s.s. 2,460, J. N. Bouma, 1st Sept.—Moji and Amoy 17th Sept., Coal—J. & Co.
Tijpasa, Dut. s.s. 2,444, A. Pandar, 18th Sept.—Macassar 10th Sept., Gen.—J. C. J. L.
Tosa Maru, Jap. s.s. 3,610, J. Nagao, 16th Sept.—Seattle 18th Aug., via Victoria, Yokohama, Kobe, Moji and Shanghai 15th Sept., Mails, Tea and Gen.—N. Y. K.
Wongkai, Br. s.s. 1,115, W. Reher, 12th Sept.—Bangkok 6th Sept. and Swatow 11th, Rice and Wood—B. & S.
Zafiro, Br. s.s. 1,669, R. Rodgers, 31st Aug.—Manila 28th Aug., Ballast—S. T. & Co.

Sailing.

Eclipse, R. s.s. 1,268, J. White, 18th Sept.—Canton 10th Sept., Ballast—S. O. Co.
Juteopolis, Br. ship, 2,840, Stewart, 5th June.—San Francisco 5th April, Case Oil—S. O. Co.
King George, Br. ship, 2,057, Tecker, 7th Aug.—Canton 6th Aug., Ballast—S. O. Co.
Lyndhurst, Br. ship, 2,057, Tecker, 7th Aug.—Canton 6th Aug., Ballast—S. O. Co.
Baogkok 15th Aug., Case Oil—S. O. Co.

S. O. Co.

Vessels	From	Agents	Date
Manchuria	Shanghai	P. M. Y. Co.	Sept. 20
Yatoulin Maru	Singapore	N. Y. K.	Sept. 20
Ambrisa	Shanghai	H. A. L. Co.	Sept. 20
Arbha	Nagasaki	P. A. Co.	Sept. 21
P. E. Friedrick	Japan	M. & Co.	Sept. 22
Zieten	Colombo	M. & Co.	Sept. 22
Hikong Maru	Japan	T. K. K.	Sept. 27
Katsung	Calcutta	J. M. & Co.	Sept. 27
Kumano Maru	Thursday 1	N. Y. K.	Sept. 28
Minnesota	Japan	N. Y. K.	Sept. 30
Wakamiya M.	Bombay	N. Y. K.	Oct. 3

CHINA COAST METEOROLOGICAL REGISTER.

September 18th, 1908, a.m.							
		Bar. To. Hs.		Wind		Wtr.	
Vladivostok	7 a.m.	29.97	60	93	8	3	or
Nemuro	6 a.m.	30.08	—	—	E	2	—
Yakodate	"	30.05	—	—	—	0	—
Fukuo	"	30.10	—	—	NW	2	—
Kochi	"	30.07	—	—	WNW	4	—
Nagasaki	"	30.07	—	—	E	4	—
Asahikawa	"	30.08	—	—	NE	2	—
Osaka	"	30.04	—	—	SE	2	—
Naha	"	30.01	—	—	—	0	—
Shikajima.	"	29.97	—	—	—	—	—
Beaulieu	"	30.01	—	—	S	4	—
Cheloo	"	29.97	64	95	S	—	c
Wakamatsu	9 a.m.	29.98	75	95	WNW	—	c
Kinkiang	8 a.m.	29.97	—	—	—	0	—
Koshu	"	29.97	—	—	—	0	—
Pescadores	"	30.02	5	86	SE	2	—
Canton	"	30.00	75	77	SE	3	—
Victoria Peak	"	30.01	81	86	N	1	—
Gap Rock	"	30.01	81	87	—	0	—
Macao	6 a.m.	29.94	81	87	—	0	c
Hoihow	"	29.97	—	—	—	—	—
Pakhoi	"	29.98	—	—	E	2	—
Phu Lien	"	29.97	—	—	E	2	—
Tourane	"	29.97	—	—	NE	2	—
St. James	"	29.97	—	—	N	4	—
Apari	6 a.m.	30.02	84	91	SE	1	—
Manila	9 a.m.	30.02	84	78	E	—	—
Legaspi	6 a.m.	30.03	84	78	E	—	—
Bacolod	9 a.m.	30.02	84	78	E	—	—
Hollo	"	29.98	82	—	ENE	3	—
Cebu	"	29.98	82	—	SE	1	c
Manila	"	29.85	85	—	SE	1	c

September 15th, 1908, a.m.

Vladivostok	7 a.m.	29.97	60	93	8	3	or
Nemuro	6 a.m.	30.12	—	—	—	—	—
Yakodate	"	30.10	—	—	—	—	—
Fukuo	"	30.10	—	—	—	—	—
Kochi	"	30.07	—	—	—	—	—
Nagasaki	"	30.07	—	—	—	—	—
Asahikawa	"	30.08	—	—	—	—	—
Osaka	"	30.04	—	—	—	—	—
Naha	"	30.01	—	—	—	—	—
Shikajima	"	29.97	—	—	—	—	—
Beaulieu	"	30.01	—	—	—	—	—
Cheloo	"	30.01	—	—	—	—	—
Wakamatsu	"	29.98	—	—	—	—	—
Kinkiang	"	29.97	—	—	—	—	—
Koshu	"	29.97	—	—	—	—	—
Pescadores	"	29.97	—	—	—	—	—
Canton	"	30.01	—	—	—	—	—
Victoria Peak	"	30.02	—	—	—	—	—
Gap Rock	"	30.02	—	—	—	—	—
Macao	"	30.01	—	—	—	—	—
Hoihow	"	30.01	—	—	—	—	—
Pakhoi	"	30.01	—	—	—	—	—
Phu Lien	"	30.01	—	—	—	—	—
Tourane	"	30.01	—	—	—	—	—
St. James	"	30.01	—	—	—	—	—
Apari	"	30.01	—	—	—	—	—
Manila	"	30.01	—	—	—	—	—
Legaspi	"	30.01	—	—	—	—	—
Bacolod	"	30.01	—	—	—	—	—
Hollo	"	30.01	—	—	—	—	—
Cebu	"	30.01	—	—	—	—	—
Manila	"	30.01	—	—	—	—	—

Sept. 16 at 10 a.m.

Barometer	30.01	29.92
Temperature	84	84
Humidity	78	79
Rainfall	—	—

Post Office.

Approximate times of closing mails at

Shanghai via Dalay and Siberia:—
25th September, at 9 a.m.
2nd October, at 1 p.m.
9th October, at 8 a.m.

A Mail will close for:—

Swatow, Amoy and Tamsui—Per *Joshin Maru*, 20th Sept. 9 a.m.
Swatow, Singapore and Bangkok—Per *Pinarulok*, 10th Sept. 9 a.m.
Swatow, Tientsin, Weihaiwang, Cheloo and Tientsin—Per *Cheloo*, 21st Sept. 11 a.m.
Macao—Per *Shantung*, 21st Sept. 11 a.m.
Hoihow, Pakhoi and Haiphong—Per *Wakamiya*, 22nd Sept. 9 a.m.
Moji, Kobe, Yokohama, Victoria and Tacoma—Per *Joshin Maru*, 22nd Sept. 11 a.m.

Sivalls and Colombo—Per *Ambrisa*, 22nd Sept. 11 a.m.
Swatow, Amoy and Fookchow—Per *Hitchin Maru*, 22nd Sept. 11 a.m.
Macao—Per *Shantung*, 22nd Sept. 11 a.m.
Manila—Per *Taiwan*, 22nd Sept. 11 a.m.
Singapore—Per *Idemitsu*, 22nd Sept. 11 a.m.
Cebu and Iloilo—Per *Ambrisa*, 22nd Sept. 11 a.m.

TO-MORROW.

St. John's Cathedral.
10th September, 14th Sunday after Trinity.
Holy Communion 7.30 a.m.
Matins 11 a.m. (Full Choir) Responses.
Ferial, Votive, or Tenebrae. Psalm of the 20th morning (11). Te Deum; Stanford in B flat.
Gordon, Anthem: "Blest are the Departed"—Spohr.
Holy Communion 12 noon, Kyrie: Adlam in F. Hymns: 193, 197.
N. R.—Psalm 102, Verses 1, 12, 15, 21, 25 and 28, in unison.
1, 8, 17, 19, 21, 22, in unison.
103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 1

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HONGKONG.
August and September, 1907.

NOTICE

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts) per Single Copy.

THE KIVACH
Howling Through the Ice
 Houghton Mifflin Co. \$2.00